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Correspondence of Lloyd Keefe, et al.

Lloyd T. Keefe

Forrest Cooper

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August 16, 1967

Mayor Terry D. Schrunk
City Hall

Dear Mayor Schrunk:

Dr. John Howard, President of Lewis and Clark College, and Mr. Glen Gregg, Development Manager of the College, are anxious to meet with you to discuss the possibilities of the City eventually acquiring the old Journal building on Harbor Drive.

I have been meeting with Mr. Gregg for some time on this possibility (Mr. Kenward attended our most recent meeting). The College feels that it has a good opportunity of acquiring the Journal building from the Newhouse interests as a gift. The College is not particularly interested in retaining ownership of this building as an investment. The desire is to dispose of it, and Dr. Howard is much in sympathy with the plan to remove the Journal building, realigning and increasing the width of Harbor Drive, and creating a wider park and open space adjacent to the Willamette River.

Mr. Gregg is of the opinion that the College, once it has title to the building, could offer it to the City for one-half of its appraised value, or approximately \$750,000.

There are three possibilities, as I see it, for the City to raise this purchase price. First would be to utilize the non-cash credit which would be made available by the construction of the new City and County courts and public safety building, and adjacent parking facilities. I am told by Mr. Norville and Mr. Kenward that the City could get credit for 25% of the construction cost of the City-County facilities. Assuming a favorable vote next May and assuming the public investment amounted to \$10,000,000, for example, then the Development Commission would have at its disposal \$2,500,000 as non-cash credit toward a further extension of the urban renewal project northward from Madison Street to include the Journal building and blocks west thereof. I think, without doubt, that this

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\$2,500,000 credit would be more than ample to pay the City's one-third share of any deficit for the urban renewal project.' Likewise, in this manner, urban renewal might be used to acquire the necessary land for the City and County courts and safety building plus the parking facilities for resale to the City and County presumably at a lesser rate than acquisition on the open market.

Assuming that the vote is not successful next May on the City-County courts and public safety building, a second method for financing the acquisition of the Journal building would be by a combination of highway funds and federal open space money. From time to time the State Highway Commission has been interested in removing the Journal building and improving the access from Harbor Drive to the downtown area. For the sake of discussion, we might assume that the State Highway Commission would agree to put up 50% of the cost of acquiring the Journal building, and the City would put up the other 50%. Since Harbor Drive is a federal highway, the State Highway Commission could finance its portion of the improvement from urban funds, 60% of which would be furnished by the Bureau of Public Roads and 40% by the State. The City would finance 50% of its share by requesting federal open space funds. The sharing of costs, then, for the acquiring of the Journal building for \$750,000 would break down accordingly:

| | | |
|------------------------------|------------|------------------|
| State (40%) | 20% | \$150,000 |
| Bureau of Public Roads (60%) | 30% | \$225,000 |
| Open Space (50%) | 25% | \$187,500 |
| City Park (50%) | <u>25%</u> | <u>\$187,500</u> |
| Total | 100% | \$750,000 |

Assuming the City was unable to obtain open space money, a third method of raising the \$750,000 to acquire the Journal building might be by highway funds alone. If the State and Federal Highway officials could be convinced, then the acquisition could be financed as an urban project with the Bureau of Public Roads putting up 60% and the State 40%. Customarily, the State would ask the City to put up 50% of the project. Under this method the cost breakdown would be as follows:

| | | |
|------------------------|------------|------------------|
| State | 20% | \$150,000 |
| City | 20% | \$150,000 |
| Bureau of Public Roads | <u>60%</u> | <u>\$450,000</u> |
| | 100% | \$750,000 |

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The City would get the best deal if urban renewal is used. The next best would be to finance the acquisition through highway funds along, the City getting its 20% share (\$150,000) from its gasoline tax money. The least favorable to the City would be the combination of highway and open space funds, assuming, however, that the breakdown between highway and open space is fifty-fifty. Of course a more favorable division might be possible.

Lewis and Clark College is anxious to terminate its negotiations for the Journal building with the Newhouse interests. It first contacted Mr. Newhouse in March of this year. An appointment is on your calendar for Dr. Howard, Mr. Gregg, and myself to meet with you at 2:30 p.m., Monday, August 21. Perhaps you may also want Mr. Kenward, Mr. Norville, or Mr. Clark and Mr. Keller to attend. They are scheduled to be in your office that same day at 3:30 p.m. for the Development Committee meeting.

Respectfully submitted,

Lloyd T. Keefe
Planning Director

LTK/dk

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1967

The Honorable William A. Bowes
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, Oregon 97204

Dear Mr. Bowes:

Reference is made to your letter of August 7 transmitting communications from Mr. John Kenward, Executive Director of the Portland Development Commission, and Mr. N. R. Drulard, City Engineer. It is indicated that the Development Commission is willing and able to dedicate the necessary right-of-way for the proposed connections between S. W. Front Avenue and S. W. Harbor Drive at S. W. Columbia Street, S. W. Clay Street, and S. W. Market Street; however, the correspondence submitted appeared to deal specifically with the Columbia Street connection to Harbor Drive.

In any event, your letter referred to tentative plans prepared by the City Traffic Engineer's office and requested that a design be prepared so that the necessary right-of-way could be laid out and the transfer made by the Portland Development Commission.

The plans submitted to us were "Proposed S. W. Front Avenue Improvement, S. W. Madison to Market" dated March 13, 1967. The suggested improvement would widen Front Avenue to 84 feet curb-to-curb from Jefferson to Market, revise the Clay and Market ramps to fit the widened street, and provide a connection from Front Avenue to Harbor Drive at Columbia Street.

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This plan was reviewed by this Department's Traffic and Design people and a tentative design prepared which appears to accomplish the widening and transitions in a desirable manner. The proposed right-of-way has been shown approximately ten feet back of the curb. I presume that easements for the necessary slopes will be provided at such time as a detailed survey can be made. The slopes indicated on our plan are based on estimating where the ground might be after building removal and basements, if any, filled to approximately match the adjoining street grades.

Our Traffic people have reviewed the problems involved in adding a Columbia Street ramp on to Harbor Drive as requested. They report that under the existing traffic pattern this would place a total of 1830 vehicles per hour in the right-hand lane during the PM design hour on Harbor Drive. This would exceed the capacity of the right lane and result in traffic on the Columbia Street ramp backing up into the intersection of Front Avenue and Columbia Street causing a breakdown in traffic flow.

In order to make it possible for traffic on the Columbia Street ramp to merge with Harbor Drive, it would be necessary to taper Harbor Drive to two lanes north of the Columbia Street ramp, thus providing a merge lane for the Columbia Street ramp traffic. This would add another "bottleneck" such as exists past the Journal Building and would require the traffic on Columbia Street, destined for Harbor Drive south, to weave across the heavy traffic on Harbor Drive which is headed for the freeway. Presumably ample distance exists to make this weave but, at best, it offers an additional area of conflict on a heavy traffic facility. In the event it becomes necessary to provide three-lane capacity southbound on Harbor Drive, assuming the Journal Building is removed or the "bottleneck" removed in some other way, then it would be necessary to close the Columbia Street connection, again, in order to maintain the effective three-lane capacity on Harbor Drive.

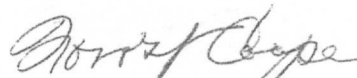
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Since the plan submitted to us for consideration includes improvement of Front Avenue to two-way operation with two lanes southbound from Columbia Street and an added left-turn lane at Market Street, the traffic from Columbia Street can readily get to the freeway via the Market Street ramp or to Harbor Drive south via the improved Front Avenue. This would avoid a potential hazardous condition on Harbor Drive and a possible deterrent to future improvement of that facility and would seem to be a better solution to the problem. It should accomplish the desires of all concerned without getting into the problems that would be caused by adding the Columbia Street connection to Harbor Drive. This design has been made and the proposed right-of-way laid out assuming that all the necessary right-of-way and easements would be provided.

If the enclosed plan is acceptable, a detailed survey will be needed when personnel are available. No commitment for construction can be made at this time since this will depend upon Commission approval and availability of funds.

If further consultation is desired, please advise.

Very truly yours,



Forrest Cooper
State Highway Engineer

Enc.